

# VIRGINIA ARGUS.

[XVTH YEAR.]

A FREE PRESS MAINTAINS THE SOVEREIGNTY OF THE PEOPLE.

[No 1465]

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TUESDAY, JULY 5, 1868.

[12 1-2 Cents Single.]

## Richmond Price Current.

(CORRECTED WEEKLY.)

Tobacco,	\$ 3 75	CASH.
Wheat, new,	0 67	do.
Flour, superfine, new,	4 50	do.
Flour, fine,	4 00	do.
Corn,	2 50	do.
Hemp, clean, (per ton)	180 00	do.
Iron,	110 00	do.
Bacon,	10	do.
Whiskey,	42	do.

Read and committed to BENJ. DEARBORN, esq. Rev. Dr. LATHROP and Rev. Dr. ELIOT.

JOHN DAVIS, Rec. Sec'y.

In pursuance of the foregoing vote, the committee therein named, solicit communications, addressed to any one of them, upon the subject of their appointment; and as the collection and comparison of facts may produce a result valuable to society, the committee shall rely on the readiness with which gentlemen will communicate, who possess the information required.

Printers of every part of the union, who may feel disposed to promote an enquiry so interesting to each individual of the community, are requested to give the preceding publication admission into their respective papers.

## REPORT OF THE SECRETARY OF THE TREASURY ON THE SUBJECT OF PUBLIC ROADS & CANALS, MADE IN PURSUANCE OF A RESOLUTION OF SENATE OF MARCH 2. (Continued.)

I. HUDSON AND CHAMPLAIN, OR NORTHERN NAVIGATION.

A company was incorporated several years ago by the state of New York, for the purpose of opening this communication, and a survey taken by Mr. Weston, a copy of which has not yet been obtained. From collateral information it appears that it was proposed to open a canal 12 miles long, with a lockage of 105 feet, from Waterford, at the confluence of the Hudson and Mohawk, to the upper end of the great falls of Still water. This was considered as the most difficult part of the whole route, and the expense estimated at 275,000 dollars. Another canal and lock would be necessary around the falls of fort Miller; but the remainder of the navigation up the Hudson to fort Edward, does not require any material improvement.

At some distance above fort Edward, it was intended to connect by a canal and locks, the Hudson with the North Wood creek, at fort Ann. The navigation down the creek to Skeensborough is used, but requires to be improved. At this place, where falls render another canal necessary, North Wood creek empties into the south bay of lake Champlain; and thence is a natural sloop navigation through the whole extent of the lake. The expense of the works from fort Edward to Skeensborough, had been estimated at 300,000 dollars.

The funds of the company were insufficient, and have, it is said, been expended without much permanent utility at Stillwater and Skeensborough.

The distance in a straight line from Waterford to Skeensborough is fifty miles; and the expense of opening a permanent navigation on a proper plan thro' the whole line, is from imperfect materials estimated at about 800,000 dollars. This communication would divert to a port of the U. S. the trade of one half of the state of Vermont and a part of that of New York, which is now principally carried thro' the channel of the St. Lawrence, and of the province of Canada.

II. MOHAWK AND ONTARIO, OR WESTERN NAVIGATION.

A company incorporated by the state of New York, for the improvement of this navigation, has made considerable progress, and an accurate survey having been taken of the distances and levels of the greater part of the route, the result will in the first place be stated.

From the tide water at Troy to Lansing mills on the Mohawk, is found the greatest impediment to the navigation of that river, consisting of the Cohoes falls, which are 70 feet perpendicular, and of a succession of other falls, which continue to the north river,

From Lansing mills up the Mohawk to Schenectady, the height of the river at the time when the survey was taken, prevented Mr. Weston from correctly ascertaining the levels. The fall for that distance is therefore estimated at

From Schenectady to the Little falls,

The Little falls, which before the improvements made by the company, interrupted altogether the navigation,

From the Little falls to Fort Stanwix, now Rome,

This is the head of the navigation, and the summit level between it and West Wood creek; a branch of Lake Ontario, is 9 feet 3-4 above that part of the river Mohawk, where the navigation ceases,

The whole course of the Mohawk is therefore 125 miles in length, and the fall through that distance from the summit level to tide water is 390 feet.

At the distance of one

mile and three quarters is Wood creek, the bed of which is used to its entrance into Lake Ontario, the distance along its meanders being 23 miles, but in the line in which a canal might be cut, only 14 miles, and the fall 60 feet,

The Onondia forms a natural canal of twenty 29 miles in length, and communicates by the Onondago & Oswego rivers with Lake Ontario. The distance by water down these two rivers to Oswego, on Lake Ontario, is 63 miles. The upper part of the navigation is generally good, but the last 12 miles from the Oswego falls, which are not passable, to Lake Ontario, are a continued rapid. The fall from Lake Ontario to Lake Ontario has not been ascertained by actual measurement, but is estimated at 130 feet. From Rotterdam, on Lake Ontario, to the mouth of Salmon creek on Lake Ontario, a few miles east of Oswego, the distance is 22 miles, and the ground being favorable, it is expected that the line of canal would not exceed 26 miles,

The elevation of the summit level between the Mohawk and the waters of Lake Ontario, being only 390 feet above the tide water at Troy, and 190 feet above Lake Ontario, a canal navigation is practicable the whole distance. Whether this should be attempted for a sloop or boat navigation, must depend principally, if not altogether, on the supply of water. It is stated that the canal from the summit level to Troy, must necessarily follow the valley of the Mohawk, and perhaps occasionally enter and cross the river. Calculated for a boat navigation, the expense may be estimated as followeth:

Dollars.

Northern navigation to lake Champlain,

Western navigation to lake Ontario,

Falls of Niagara for a sloop navigation,

2,200,000

1,000,000

4,000,000

The papers relative to those communications will be found under the letter (B.); but the utility of these will not be confined to the extensive navigation of the lakes themselves. For the mountains being completely turned, when arrived into lake Erie, the ridge which separates the waters emptying into that and into lake Michigan, from the northern branches of the Ohio, and from the waters of the Mississippi, is of a moderate elevation, and is gradually depressed in its course westwardly. There is no doubt of the practicality of opening canals at a future period, between several of those waters, either by selecting proper levels, or by means of short tunnels across favorable parts of the ridge. It will at present be sufficient to point out the principal communications now in use.

The distance from lake Erie to lake Chetoughe, an extensive and important elevated reservoir, which is the source of the Canowango branch of the Allegheny, is seven miles by a continual ascent, the elevation of which is not ascertained.

From Presque Isle on lake Erie, to Le Beuf on French creek, another branch of the Allegheny, the distance is sixteen miles, and a company is incorporated by the state of Pennsylvania, for making an artificial road across that portage.

The navigation from lake Chetoughe, and from Le Beuf to Pittsburgh, offers no impediment whenever the waters are high; and the greater part of the salt now consumed in the north-west counties of Pennsylvania, as far as Pittsburgh, and some distance down the Ohio, is brought from the salt springs of New York, by Oswego, through lake Ontario; then across the portage of Niagara to lake Erie, and thence by either of the two last mentioned portages to the waters of the river Allegheny.

The distance from the place where the Cayuga, a river emptying into lake Erie, ceases to be navigable, to the navigable waters of the Muskingum, which empties into the Ohio 170 miles below Pittsburgh, is only six miles; and a company is said to be formed for the improvement of that communication.

Sandusky river and the Scioto take their sources in the same swamp. The navigation of the Miami of lake Erie is interrupted by some falls; but its upper branches approach those of the Miami of the Ohio, and of the Wabash, and are stated as being nearly on the same level.

The Illinois river, which empties into the Mississippi above St. Louis, rises in a swamp, which when the waters are high, affords a natural canoe navigation to the sources of Chicago creek, a short stream, which falls into lake Michigan, at its southern extremity.

Another communication generally used by the Indian traders is that from Green Bay, also in lake Michigan, to the Mississippi, by Fox river, and the Ouisconsin. Nor is there any doubt that if the inland navigation between the north river and the lakes was completely opened, the whole Indian trade either of Mississippi by lake Michigan, or of the north west by lake Superior, must necessarily center in an Atlantic port of the United States; a consideration of minor importance as a commercial object, when compared with the other advantages of that great communication, but of great weight in its relation to the political intercourse of the U. States, with the Indians.

The funds of the company do not enable them to undertake the necessary improvements at the two extremities of the line, a canal around the Cohoes falls to tide water, and another canal from lake Ontario to lake Ontario. The usual portage at the first place is from Schenectady to Albany; and

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a very good and expensive artificial road of 16 miles, by another company, unites the two towns. Another company has lately been incorporated, for the purpose of making an artificial road at the other extremity of the line from Rotterdam, on lake Ontario, to Salmon creek on lake Ontario.

The capital of the company is 232,000 dollars, of which the state of New York owns 92,000; but with the exception of one dividend of 3 per cent. all the tolls have been applied to the works; and including these and a debt of 20,000 dollars due by the company, the whole expenditure amounts to 370,000 dollars. The annual tolls do not yet exceed 13,000 dollars.

III. NIAGARA.

The fall from Lake Erie to Lake Ontario has already been stated at 450 feet. A company had also been incorporated by the state of New York, for the purpose of opening a canal at this place; but it does not appear that any thing ever was attempted after the survey had been made. The intention seems to have been to open a canal navigation for boats only, from fort Schlosser to Devil's hole; the lake itself and Gile's creek would have supplied the water and the expense was estimated at 437,000 dollars.

It is however evident that the canal, in order to be as eminently useful as the nature of the undertaking seems to require, should be on such scale as to admit vessels which can navigate both lakes. Considering the distance, which in that case must be extended to about ten miles, and the lockage of 450 feet, it is not believed that the expense can be estimated at less than 1,000,000 dollars.

The works necessary to effect water communications between the tide water of the North river, the St. Lawrence, and all the lakes, (lake Superior only excepted) are therefore estimated at four millions of dollars, viz

Northern navigation to lake Champlain,

Western navigation to lake Ontario,

Falls of Niagara for a sloop navigation,

2,200,000

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Dollars.

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Extract from evidence of the British Orators, delivered before the English Parliament.

(Continued.)

(Shakespeare Philip's evidence concluded.)

Is not a great part of the cotton employed in your manufacture the produce of the U. States of America? The greater part.

Had you diminished your trade to the United States of America in consequence of the French decree in 1806? No.

You have stated that you have diminished your orders for goods to be sent to America. Has the price of those goods declined in Lancashire? Very greatly indeed.

When you spoke of the rates of insurance, did you mean the rates of insurance on vessels bound from England to America? I did.

Is this reluctance to ship since the orders of council also common to your neighbors in Manchester; is it a general thing? I believe universally; I know the great majority of houses there will not ship a single package.

Have you not known several instances when a reduction in the prices of those goods you are speaking of, have been as great as at present? I never knew the price of goods so low as at present.

Mr. George Palmer.

Can you state the particulars of the extent to which your house does business? We have shipped in the course of the last three years, in one article alone, which is British printed and dyed cotton, 5,688,287 running yards.

Can you give this house any idea of the total value of goods exported by you to America? It rather exceeds, probably, on an average, 300,000 sterling a year.

If the American embargo were removed, and the orders in council were to continue in force, as at present, would your house continue to ship as formerly to America? By no means.

Have you shipped as formerly to America, since the orders of council? We have not shipped or purchased one single piece of goods.

Suppose the orders in council were revoked, would you resume your shipments to America? Yes if they were revoked, we should commence our shipments.

Suppose the orders in council were revoked, and suppose the embargo in America were still to continue, would you resume your former shipments to America? We should not be able to obtain our remittances for our goods, and therefore could not resume our shipments to any extent.

Suppose the orders of council were at an end to-morrow, what would you do in shipping goods to America? I should recommence our shipments to the full extent, under the expectation that the embargo in America would be taken off. I apprehend I might have been misunderstood in my answer to that before, that is my idea.

Although you had not heard of the American embargo being taken off, yet if you heard that the orders in council were taken off in this country would you resume your shipments? Yes, I would under the impression that the embargo would be taken off.

I think you stated that the house you represent have exported goods to the amount of 300,000 per annum? Yes, we have.

When did that exportation decrease? We have not shipped or purchased a piece of goods, since the orders in council.

Do you not suppose that the American embargo, which you state has deterred you from shipping, may have deterred other houses from shipping? It is the orders in council have deterred us from shipping.

Alexander Glennie.

You have received from the continent remittances on American account to the amount of half a million sterling in the year? We have.

Do you believe there is any house in this country which receives remittances to an equal or greater amount than the house you are engaged in? Yes, I believe there are houses in London; there certainly is one house in London, a member of this honorable house, who receives much more than we do.

Are you aware of the articles which furnish the funds from whence those remittances from the continent are made? Chiefly sugar and coffee.

I think you say that American vessels going direct from this country to the European ports were stopped? Yes, I have understood so.

At what period did that begin? I cannot answer that with any precision.

Was that before the orders in council? Yes, I believe that such a thing took place soon after the decree of the 21st of Nov. 1805, but all that were stopped in that

(To be Continued.)

## Miscellany.

To the President and Members of the American Academy of Arts and Sciences.

Gentlemen—As that season of the year is approaching, in which a general apprehension of danger from lightning is most excited, a few Remarks, on the various means of seeking safety, may call attention to facts from which may be deduced some useful rules of conduct during thunder.

That the metallic conductor is not a complete guard from the electric fluid, is testified by two instances on the records of the Academy; but granting it to be productive of perfect security, its benefits can be enjoyed by the minor part of society only, whose pecuniary means will afford the expense. In these brief remarks the electric rod will therefore be overlooked, for noticing such particulars, as may lead to rational measures, within the power of all who choose to adopt them.

From early life I have been in the habit of observing the circumstances attending electric explosion, particularly where the loss of life was a consequence, and no instance has fallen within my knowledge of a person being killed by lightning in a close room. Whether it be a fact that such an occurrence never takes place, I am not prepared to decide; but if, upon extensive enquiry, none such shall be found, it may be inferred that a close room presents one of the greatest chances of security. On this subject I have found the general opinion to be divided—advocates appearing as numerous for an open as for a close room during a thunder gust.

In cases not admitting of mathematical demonstration, theories are often erected upon vague conjectures and unaccountable prejudices; but it is the dictate of reason that opinions thus founded should submit before the influence of facts—I would therefore offer, for the consideration of the Academy the following motion.

That a committee be appointed for the purpose of collecting information respecting lives which have been lost by lightning in this or any other country, and of the attendant circumstances in such case, as they relate to the situation of the person or persons at the time, whether sheltered or exposed; also, whether evidence of any instance can be produced of the loss of life by lightning, in a room, of which the doors, windows, and fire place were closed at the same time.

Respectfully submitted,

By BENJ. DEARBORN.

Boston, 26th May, 1867.

At a meeting of the Academy of Arts and Sciences, May 26, 1867.